

# Mitigation Monitoring and Reporting Program

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## Introduction

The California Public Resources Code, Section 21081.6, requires that a lead or responsible agency adopt a mitigation monitoring plan when approving or carrying out a project when an Environmental Impact Report (EIR) identifies measures to reduce potential adverse environmental impacts. As lead agency for the project, the City of Santee (City) is responsible for adoption and implementation of the Mitigation Monitoring and Reporting Program (MMRP).

The City has prepared an EIR in conformance with Sections 15080 through 15097 of the State Guidelines for the Implementation of the California Environmental Quality Act. The purpose of the EIR is to identify any potentially significant impacts associated with the proposed project and incorporate mitigation measures into the project as necessary to eliminate the potentially significant effects of the project or to reduce the effects to a level of insignificance.

## Purpose of the MMRP

The purpose of the MMRP is to ensure that the mitigation measures required by the EIR for the Mobility Element (GPA2014-3; AEIS2014-6) are properly implemented. The City will monitor the mitigation measures required for the Project. The MMRP Checklist provides a mechanism for monitoring the mitigation measures in compliance with the EIR. General guidelines for the use and implementation of the monitoring program are described below.

## Mitigation Monitoring Checklist

The Mitigation Monitoring Checklist is organized by the time of implementation and by categories of environmental impacts. For each impact area, the impacts identified in the EIR are summarized, and the required mitigation measures are listed. The following items are identified for each mitigation measure to ensure the implementation of each measure: (1) responsibility for implementation and monitoring; (2) date of completion; and (3) initials of monitor. A "Comments" column is provided for the monitor to insert comments concerning the completion of the mitigation measures.

## Timing

The mitigation measures will be implemented at various times as construction proceeds. Some measures are implemented prior to the commencement of construction while others are completed during construction (e.g., during trenching and grading).

## Responsibility

For each mitigation measure, the responsible party for implementing the measure is identified. In most cases, the Applicant is the responsible party for implementing the mitigation measure. When the City carries out the project directly, the City becomes the applicant. The entity responsible for monitoring the implementation is also identified. In most cases, the City is responsible for monitoring.

## Verification of Completion

The "Completion" columns have been left blank. The mitigation monitor will use these columns to indicate the date of completion, and to initial the completion of the mitigation measure.

## Comments

A comments column is included to provide space for the monitor to record notes and observations as needed.

Mitigation Measure	Mitigation Responsibility	Time Frame of Mitigation				Monitoring Reporting Agency	Time Frame for Verification Frequency to		Date of Completion	Date of Verification	Comments
		Planning	Pre-Const.	During Const.	Post Const.		Monitor	Report			
		Air Quality									
<b>MM-AQ-1:</b> Implement Best Management Practices during Construction of Proposed Improvements. All proponents of future projects identified within the Mobility Plan Update shall implement Best Management Practices (BMPs) to reduce air emissions from all construction activities implemented as part of proposed project. The following measures are required to limit construction equipment exhaust from on-road trucks and heavy-duty equipment used during construction:. -Water the grading areas a minimum of twice daily to minimize fugitive dust; -Stabilize graded areas as quickly as possible to minimize fugitive dust; -Apply chemical stabilizer or pave the last 100 feet of internal travel path within the construction site prior to public road entry; -Install wheel washers adjacent to a paved apron prior to vehicle entry on public roads; -Remove any visible track-out into traveled public streets within 30 minutes of occurrence; -Wet wash the construction access point at the end of each workday if any vehicle travel on unpaved surfaces has occurred;	Applicant			X		City of Santee					

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<ul style="list-style-type: none"> <li>-Provide sufficient perimeter erosion control to prevent washout of silty material onto public roads;</li> <li>-Cover haul trucks or maintain at least 12 inches of freeboard to reduce blow-off during hauling;</li> <li>-Suspend all soil disturbance and travel on unpaved surfaces if winds exceed 25 mph;</li> <li>-Cover/water onsite stockpiles of excavated material;</li> <li>-Enforce a 15 mile-per-hour speed limit on unpaved surfaces;</li> <li>-On dry days, dirt and debris spilled onto paved surfaces shall be swept up immediately to reduce re-suspension of particulate matter caused by vehicle movement.</li> </ul> <p>Approach routes to construction sites shall be cleaned daily of construction-related dirt in dry weather;</p> <ul style="list-style-type: none"> <li>-Disturbed areas shall be hydroseeded, landscaped, or developed as quickly as possible and as directed by the County to reduce dust generation; and</li> <li>-Limit the daily grading volumes/area.</li> </ul>											
<b>MM-AQ-2:</b> Implement Exhaust Reduction During Construction of Proposed Improvements. All proponents of future projects shall ensure that equipment is fitted with exhaust reduction devices, and compliance with the following measures : <ul style="list-style-type: none"> <li>-Ensure that all off-road diesel-powered equipment used during construction between 2017 and 2020 is equipped with the U.S. Environmental Protection Agency (EPA)</li> </ul>	Applicant			X		City of Santee					

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<p>Tier 2 or cleaner engines, except for specialized construction equipment for which an EPA Tier 2 engine is not available.</p> <p>-Ensure that all off-road diesel-powered equipment used during construction between 2020 and 2025 is equipped with the EPA Tier 3 or cleaner engines, except for specialized construction equipment for which an EPA Tier 3 engine is not available.</p> <p>-Ensure that all off-road diesel-powered equipment used during construction beyond 2025 is equipped with the EPA Tier 4 Final or cleaner engines, except for specialized construction equipment for which an EPA Tier 4 Final engine is not available.</p> <p>-Maintain all construction vehicles and equipment according to manufacturers' specifications.</p> <p>-Restrict idling of construction vehicles and equipment to a maximum of 3 minutes when not in use.</p> <p>-Install high-pressure fuel injectors on construction equipment vehicles.</p>											

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Biological Resources											
<b>MM-BIO-1:</b> Survey, Reporting, and Mitigation for Future Projects Consistent with Mobility Element Update. During the planning phase of each individual project element where a potentially significant impact is identified (listed in Table 4.2-5 of the Draft EIR), the City or the project proponent/applicant shall conduct the following: A. Plant and Wildlife Field Surveys. Plant and wildlife field surveys, consistent with protocol set up by the California Department of Fish and Wildlife and, if necessary, the United States Fish and Wildlife Service, shall be conducted by qualified biologists to identify if species may be present within the future project’s area of effect from its construction and operation. B. Biological Resources Technical Report or Letter Report. Based on the results of the plant and wildlife field surveys, either a Biological Resources Technical Report (BRTR) or a Biological Resources Letter Report (BRLR) shall be prepared by a qualified biologist. The BRTR shall be appropriate when it has been determined that the future project would have a significant impact on special-status plant or wildlife species or result in a loss of sensitive habitat. The BRLR shall only be suitable when evidence supports no impacts from a future project. In that case, the BRLR shall provide information about the survey indicate that there is a lack of special-status	Applicant	X	X	X	X	City of Santee					

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<p>species and suitable habitat found within the area of effect. The BRTR, if appropriate, shall be conducted prior to any construction activities to identify appropriate measures to avoid or minimize future project-related impacts on biological resources.</p> <p>C.Mitigation Measures for Future Projects. All recommendations in the BRTR shall be followed. The BRTR shall consider incorporation of the following measures:</p> <p>-Pre-Construction Nesting Bird Survey. If any construction commences during the bird breeding season, a preconstruction survey for nesting birds shall occur within three days prior to construction activities by an experienced avian biologist. The survey shall occur within all suitable nesting habitat within the project impact area and a minimum 250-foot buffer (or as otherwise mandated by wildlife agencies [CDFW and USFWS). If nesting birds are found, an avoidance area shall be established, in consultation with the wildlife agencies as appropriate, by a qualified biologist around the nest until a qualified avian biologist has determined that young have fledged or nesting activities have ceased. The project site shall be re-surveyed if there is a lapse in construction activities for more than 3 days.</p> <p>-Pre-Construction Roosting Bat Survey. A bat habitat assessment shall be performed by a qualified bat biologist to determine the potential for roosting bats in</p>											

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<p>transportation associated structures (e.g. bridges and culverts), other structures (e.g. buildings, swallows nests), and trees. If bat habitat is deemed potentially present, a spring/summer bat survey shall be conducted by a qualified bat biologist and shall include exit counts and acoustic surveys. If bats are present, the bat biologist shall develop an avoidance, minimization, mitigation, and monitoring plan to avoid impacts on roosting bats. If mitigation is required, details on placement of man-made roosting habitat panels, including design, placement location, and timing of placement shall be included. These panels must be placed at least 12 months prior to the eviction and/or exclusion of the bats.</p> <p>-Pre-Construction Focused Plant Survey(s). A qualified botanist shall conduct a pre-construction focused plant survey for special-status plant species with potential to occur within the specific project areas of the applicable roadway segments (as shown on Table 4.2-5). If sensitive plant species are observed within the project area during the surveys, plants shall be flagged and avoided to the greatest extent possible. If sensitive plant species are observed within the project area and impacts cannot be completely avoided, one of the following measures shall be implemented at the discretion of the qualified botanist:</p> <p>-Healthy sensitive plant species suited for salvage and transplanting and young perennial woody shrubs shall be salvaged and transplanted into suitable habitat outside</p>											



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<p>the future project footprint.</p> <p>-Seeds from sensitive annual plant species or other individuals that cannot be salvaged shall be collected and dispersed into the project area after construction and when no further ground disturbance is expected.</p> <p>-If transplanting and seed collection are not possible, the contractor shall salvage the top 4 inches of soil (topsoil) from vegetated areas within the disturbance area. The topsoil shall be replaced or spread within adjacent habitat once construction is complete in that area.</p> <p>-Avoidance of Environmentally Sensitive Areas (ESAs). ESAs shall be identified in the BRTR and avoided to the maximum extent practicable. In areas near or adjacent to ESAs (i.e. natural habitats and vegetation, wetlands, wildlife areas, wildlife corridors), construction limits shall be clearly demarcated using highly visible barriers (such as silt fencing), which shall be installed under the supervision of a qualified biologist prior to the commencement of work. Construction personnel shall strictly limit their activities, vehicles, equipment, and construction materials to the project footprint, including designated staging areas, and routes of travel. The construction areas shall be limited to the minimal area necessary to complete the proposed project. The fencing shall remain in place until the completion of all construction activities and shall be promptly removed when construction is complete.</p>											

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<p>-Sensitive Vegetation Communities Mitigation. Impacts from to the proposed project on sensitive vegetation communities shall be mitigated at minimum ratios acceptable to the resource agencies (US Fish and Wildlife Service, CA Department of Fish and Wildlife).</p> <p>-Avoidance of Conflicts with Multiple Species Conservation Plan (MSCP) Subarea Plans. Prior to carrying out any transportation improvement project that requires environmental review pursuant to the California Environmental Quality Act, the City shall assess the project against any applicable MSCP Subarea Plans and where the project conflicts with the applicable Subarea Plan the project shall be revised or removed to be consistent.</p> <p>-Biological Monitoring. A qualified biological monitor shall conduct construction monitoring of all work conducted within/adjacent to environmentally sensitive areas during all vegetation removal and ground-disturbing activities such as staging and grading, for the duration of the proposed project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat outside the project footprints and to survey for sensitive wildlife species. When vegetation removal and ground-disturbing activities are not occurring, as-needed monitoring at the project sites shall occur.</p> <p>-Worker Environmental Awareness Program. For road</p>											

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segments located within or near ESAs, a qualified biologist shall conduct a Worker Environmental Awareness Program (WEAP) training session for project and construction personnel prior to the commencement of work. The training shall include a description of the species of concern and their habitats, the general provisions of the Endangered Species Acts (FESA and CESA), the penalties associated with violating the provisions of the acts, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and project site boundaries.											
<b>MM-BIO-2:</b> Implement Construction Best Management Practices. During future project construction activities, the following best management practices (BMPs) shall be implemented: -All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities shall occur in developed or designated non-sensitive upland habitat areas. The designated upland areas shall be located to prevent runoff from any spills from entering Waters of the US. -A construction Storm Water Pollution Prevention Plan (SWPPP) and a soil erosion and sedimentation plan shall be developed (where requirements are met) to minimize erosion and identify specific pollution prevention measures that shall eliminate or control potential point	Applicant		X	X		City of Santee					

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<p>and nonpoint pollution sources onsite during and following the project construction phase. The SWPPP shall identify specific BMPs during project construction to prevent any water quality standard exceedances. In addition, the SWPPP shall contain provisions for changes to the plan such as alternative mechanisms, if necessary, during project design and/or construction to achieve the stated goals and performance standards.</p> <p>-Trash shall be stored in closed containers so that it is not readily accessible to scavengers and shall be removed from the construction site on a daily basis.</p> <p>-Water quality shall be visually monitored by the biological monitor to ensure that no substantial increases in turbidity occur during construction.</p> <p>-All relevant natural resource permits and authorizations shall be obtained from appropriate agencies (i.e., USACE, RWQCB, and CDFW) prior to the initiation of construction activities. Permit conditions contained within the permits and authorizations shall be employed throughout the duration of the project.</p> <p>-Hydrologic connectivity shall be maintained within drainages during the duration of construction. Brush, debris material, mud, silt, or other pollutants from construction activities shall not be placed within drainages and shall not be allowed to enter a flowing stream.</p> <p>-Dust control measures shall be implemented by the</p>											

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<p>contractor to reduce excessive dust emissions. Dust control measures shall be carried out at least two times per day on all construction days, or more during windy or dry periods, and may include wetting work areas, the use of soil binders on dirt roads, and wetting or covering stockpiles.</p> <p>-No pets shall be allowed in, or adjacent to, the project sites.</p> <p>-Rodenticides, herbicides, insecticides, or other chemicals that could potentially harm wildlife or native plants shall not be used near or within ESAs within or near the roadway segments.</p> <p>-Construction equipment shall be cleaned of mud or other debris that may contain invasive plants and/or seeds and inspected to reduce the potential of spreading noxious weeds before mobilizing to the site and before leaving the site during the course of construction. The cleaning of equipment will occur at least 300 feet from ESA fencing.</p>											
<b>MM-BIO-3:</b> Use of Native Plants. All project-related planting and landscaping shall not use plants listed on California Invasive Plant Council (Cal-IPC). Locally native plants shall be used near open space and native areas to the greatest extent feasible.	Applicant	X		X		City of Santee					
<b>MM-BIO-4:</b> Jurisdictional Wetlands Survey and Mitigation. During the project planning stages for future projects identified within the Mobility Plan Update as identified under Table 4.2-6, a qualified biologist shall	Applicant	X	X			City of Santee					

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survey the roadway segment footprint to confirm the presence or absence of jurisdictional wetlands. If wetlands are identified, the biologist shall calculate the future project's impact. All permanent impacts to wetland waters shall be mitigated at a minimum 1:1 ratio through permittee responsible habitat restoration or through purchase of mitigation credits through an agency approved mechanism. Wildlife and other resource agencies may require a higher ratio. The proposed ratio for wetland habitats mitigation may exceed the minimum 1:1 ratio and shall be based on the complexity of the habitat as well as the temporal loss associated with a project, as acceptable to the Wildlife Agencies through consultation on a project-by-project basis. Future projects identified by the Mobility Element shall result in no net loss of either wetland habitat values or acreage.											
<b>MM-BIO-5:</b> Wildlife Movement Evaluation and Maintenance. During the project planning stages for future projects identified within the Mobility Plan Update as identified under Table 4.2-8, a qualified biologist with experience evaluating and designing wildlife corridors and crossings shall evaluate the potential for each future project to impede, impact, or improve wildlife movement, corridors, or native wildlife nursery sites. If the biologist determines that corridors will be impacted, the project proponent/applicant (which may include the City) shall implement the following measures, as applicable:	Applicant	X	X	X	X	City of Santee					

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<p>-Restoration, infrastructure retrofits, wildlife fencing, wildlife crossings, and/or specific design elements aimed at improving wildlife movement. Where a tunnel is considered for a wildlife crossing, a bridge design shall also be evaluated and considered</p> <p>-Impacts on intact and functioning wildlife movement corridors shall be avoided to the extent feasible and any improvements or construction in these areas shall not result in a substantial impact to corridor function. In addition, all wildlife movement corridors shall be consistent with the City's Subarea Plan (SAP).</p> <p>-No equipment or construction operations shall be conducted or stored in a manner which obstructs wildlife movement through any habitat, culverts, channels, or other potential wildlife corridors (natural or manmade) during non-operational construction hours. No equipment or machinery shall be stored in these areas when not in use.</p>											
<b>Cultural Resources</b>											
<b>MM-CUL-1:</b> Preparation of a Cultural Resources Technical Report. To reduce potential impacts to archaeological and built environment resources, a Cultural Resources Technical Report shall be prepared by a qualified archaeologist and architectural historian during the roadway improvement and/or construction design phase in order to determine the presence of significant cultural resources. All recommendations in the	Applicant	X	X	X		City of Santee  Applicant's Archaeological / Tribal Cultural Resources Specialists					

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<p>report shall be followed. The Cultural Resources Technical Report shall include:</p> <p>A. Identification of Cultural Resources</p> <p>-A qualified archaeologist(s) and/or architectural historian(s) who meet the Secretary of the Interior's Professional Qualifications Standards, as promulgated in 36 Code of Federal Regulations 61 shall conduct an updated records search and field survey for the proposed project footprint.</p> <p>-Due diligence outreach will be conducted and will consist of reaching out to the Native American Heritage Commission (NAHC), local Native American representatives identified by the NAHC, and local historical organizations.</p> <p>-The qualified archaeologist(s) and/or architectural historian(s) shall confirm the identification of all previously identified sites within the proposed project footprint.</p> <p>-The qualified archaeologist(s) and/or architectural historian(s) shall properly document all new sites on the appropriate Department of Parks and Recreation (DPR) 523 forms.</p> <p>-The qualified architectural historian(s) shall confirm the identification of all previously identified historic buildings located within the proposed project footprint.</p> <p>-The architectural historian(s) shall properly document all new historic buildings on the proposed project site.</p>											



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<p>B. Evaluation of Identified Cultural Resources for California Register of Historical Resources Eligibility</p> <p>-Identified cultural resources shall be evaluated by a qualified archaeologist(s) and/or architectural historian(s) who meet the Secretary of the Interior's Professional Qualifications Standards, as promulgated in 36 Code of Federal Regulations 61.</p> <p>-The qualified architectural historian(s) shall complete a formal evaluation of all buildings that are beyond 45 years old. If there are buildings that exceed 45 years of age, the qualified architectural historian(s) shall determine the eligibility for the building to be listed on the NRHP or CRHR.</p> <p>-The qualified archaeologist (s) shall complete a formal evaluation of all archaeological sites, which may include conducting an archaeological excavation to further delineate site boundaries and/or to provide additional information to evaluate significance of potential resources on site, if necessary.</p> <p>-Evaluated cultural resources that meet the eligibility criteria for listing in the California Register of Historical Resources are significant resources and are called "Historical Resources" the purposes of CEQA.</p> <p>C. Assessment of Effects on Historical Resources</p> <p>-An assessment of effects shall be conducted to determine if and how the proposed project would impact identified Historical Resources or potential identified</p>											

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resources. -The assessment shall include an evaluation of direct impacts, including but not limited to the damage or destruction of Historical Resources, as a result of a future project identified within the Mobility Element Update. -The assessment shall include an evaluation of indirect impacts, including but not limited to construction vibration impacts on historic structures and visual or auditory impacts on historical or archaeological Historical Resources.											
<b>MM-CUL-2:</b> Preparation of a Cultural Resources Treatment Plan. Should MM-CUL-1 determine that a treatment is required, then the following mitigation measure shall be implemented. To reduce or avoid potential impacts to Historical Resources that are identified within or near the roadway segments, a Cultural Resources Treatment Plan shall be prepared and implemented. The Cultural Resources Treatment Plan shall be prepared based on the findings in the Cultural Resources Technical Report and could include: A. Archaeological and Tribal Monitoring in Areas of Sensitivity -To reduce potential impacts to significant archaeological resources, all proposed ground disturbing activities in the identified sensitive portions of the project site shall be monitored by a culturally-affiliated Native American tribal	Applicant	X	X	X		City of Santee  Applicant's Paleontologist					

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<p>monitor and a qualified archaeologist(s) who meet the Secretary of the Interior's Professional Qualifications Standards, as promulgated in 36 Code of Federal Regulations 61. The following conditions shall only apply to the identified sensitive portion(s) of the project site during earthwork activities, including grading and excavation.</p> <p>-The culturally-affiliated tribal monitor and qualified archaeologist(s) shall participate in a preconstruction meeting to inform all personnel of the potential for historical or archaeological materials to be encountered during ground-disturbing activities.</p> <p>-If an isolated artifact or historic period deposit is discovered that requires salvaging, the qualified archaeologist(s) shall have the authority to temporarily halt construction activities within 100 feet of the find and shall be given sufficient time to recover the item(s) and map its location with a global positioning system (GPS) device.</p> <p>-If buried cultural materials are discovered that require salvaging, the qualified archaeologist(s) shall be empowered to divert construction activities away from the find, and be given sufficient time to recover the item(s) and map its location with a GPS device.</p> <p>-If buried cultural materials are discovered that require salvaging, the qualified archaeologist(s) shall consult with the culturally-affiliated tribe to determine the extent of</p>											

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<p>impacts to the discovered resource and to determine appropriate mitigation to address any impacts.</p> <p>-The City shall arrange compensation for the culturally-affiliated tribe to monitor all earth-disturbing activities as well as all archaeological surveys, testing and associated studies.</p> <p>-Within 60 days after completion of the ground-disturbing activity, the qualified archaeologist(s) and/or architectural historian(s) shall prepare and submit a final report to the City for review and approval, which shall discuss the monitoring program and its results, and provide interpretations about the recovered materials, noting to the extent feasible each item's class, material, function, and origin.</p> <p>B. Curation</p> <p>-The qualified archaeologist(s) shall treat recovered items in accordance with current professional standards by properly provenancing, cleaning, analyzing, researching, reporting, and curating them in a collection facility meeting the Secretary of the Interior's Standards, as promulgated in 36 CFR 79, such as the San Diego Archaeological Center.</p> <p>C. Redesign of the Future Projects</p> <p>-If feasible, the project shall be redesigned in an effort to avoid impacts to known historical or archaeological resources.</p>											

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-If feasible, the project shall implement capping which shall consist of placing a layer of fill materials over the known areas that have the potential to contain archaeological resources.											
<b>MM-CUL-3:</b> Preparation of a Paleontological Resources Technical Report. For projects that occur within a sensitive formation, as determined in consultation with the Natural History Museum, a Paleontological Resources Technical Report (PRTR) shall be prepared during the project design phase of the roadway segments in order to determine the presence of resources. The PRTR shall include: A.Identification of Existing Paleontological Resources -A qualified paleontologist(s) shall conduct a records search and field survey for the proposed project footprint. A qualified Paleontologist is defined as an individual with a M.S. or Ph.D. in paleontology or geology who is familiar with paleontological procedures and techniques, who is knowledgeable in the geology and paleontology of San Diego County, and who has worked as a paleontological mitigation project supervisor in the County for at least 1 year. -The qualified paleontologist(s) shall confirm the identification of all previously identified sites or resources within the proposed project footprint. -The qualified paleontologist(s) shall properly document all new sites or resources.		X	X	X							

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<p>B.Evaluation of Identified Sites and/or Resources</p> <p>-The project site shall be evaluated by a qualified paleontologist(s), as defined above.</p> <p>-The qualified paleontologist (s) shall conduct a paleontological excavation to provide additional information to evaluate significance of potential resources on site, if necessary.</p> <p>C.Assessment of Effects</p> <p>-An assessment of effects shall be conducted to determine if and how the proposed project would impact potential or identified resources.</p> <p>-The assessment shall include an evaluation of direct impacts, including but not limited to the damage or destruction of sites, as a result of implementing the proposed project.</p> <p>-The assessment shall include an evaluation of indirect impacts, including but not limited to construction vibration impacts on paleontological resources.</p>											
<b>MM-CUL-4:</b> Preparation of a Paleontological Resources Treatment Plan. Should MM-CUL-3 determine that a treatment is required, then the following mitigation measure shall be implemented. To reduce or avoid potential impacts to paleontological resources that are identified within or near the roadway segments, a Paleontological Resources Treatment Plan shall be prepared and implemented. The Paleontological											

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<p>Resources Treatment Plan shall be prepared based on the findings in the Paleontological Resources Technical Report and could include:</p> <p>A. Paleontological Monitoring in Areas of Sensitivity</p> <p>-A qualified Paleontologist shall attend the preconstruction meeting to consult with the grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues.</p> <p>-A paleontological monitor shall be on site on a full-time basis during excavation or pile-driving activities that occur within paleontologically sensitive geologic formations, to inspect exposures for contained fossils. The paleontological monitor shall work under the direction of the qualified Paleontologist. A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials.</p> <p>-If fossils are discovered, the Paleontologist shall recover them and temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner.</p> <p>-Fossil remains collected during the monitoring and salvage portion of the mitigation program shall be cleaned, repaired, sorted, and catalogued.</p> <p>-Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall be deposited (as a donation) in a scientific institution with permanent paleontological collections, such as the San Diego Natural History Museum. Donation of the fossils shall be</p>											

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<p>accompanied by financial support for initial specimen storage, paid for by the Applicant.</p> <p>-Within 60 days after completion of the ground-disturbing activity, the qualified paleontologist shall prepare a final data recovery report and shall be submitted to the City for review and approval. The report shall outline the results of the mitigation program and its results. This report shall include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, and significance of recovered fossils.</p> <p>B.Curation</p> <p>-The qualified paleontologist(s) shall treat recovered items in accordance with current professional standards by properly provenancing, cleaning, analyzing, researching, reporting, and curating them in a collection facility meeting the Secretary of the Interior's Standards, as promulgated in 36 CFR 79.</p> <p>C.Redesign of the Proposed Project</p> <p>-If feasible, the project shall be redesigned in an effort to avoid impacts to known paleontological resources.</p> <p>-If feasible, the project shall implement capping which shall consist of placing a layer of fill materials over the known areas that have the potential to contain paleontological resources.</p>											



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Noise											
MM-NOI-1: Conduct Construction-Specific Noise Analysis for Future Projects Proposed Consistent with the Mobility Element Update. For any roadway improvement or construction proposed under this project that would occur within 275 feet of occupied residences or other noise-sensitive receivers, the responsible party (e.g., City of Santee, project proponent, construction contractor, etc.) shall retain the services of an acoustical/noise consultant to update the analysis of construction noise levels based upon the project-specific construction schedule and the surrounding land uses existing at the time of construction. If the analysis indicates that construction noise levels would comply with the City of Santee's Noise Ordinance standards at the time of construction, then no further mitigation shall be required. If noise levels would exceed an applicable noise ordinance, then MM-NOI-2 is required.	Applicant	X	X	X		City of Santee  Applicant's Construction Contractor					
MM-NOI-2: Reduce Construction Noise Impacts. Where the analysis required under MM-NOI-1, above, indicates that construction noise levels would exceed the applicable noise ordinance standards, the responsible party (e.g., City of Santee, project proponent, construction contractor, etc.) shall utilize methods including, but not limited to, the following techniques and best practices to reduce or eliminate significant noise impacts due to construction activities.	Applicant	X	X	X		City of Santee  Applicant's Construction Contractor					

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		<i>Planning</i>	<i>Pre-Const.</i>	<i>During Const.</i>	<i>Post Const.</i>		<i>Monitor</i>	<i>Report</i>			
<p>a. Construction activities shall be prohibited outside the hours permitted by the City of Santee's Municipal code (i.e., of 7:00 a.m. to 7:00 p.m. on Monday through Saturday). No construction activity shall occur at any time on Sundays or legal holidays. Construction personnel shall not be permitted on the project site (including laydown and storage areas), and material or equipment deliveries and collections shall not be permitted during the prohibited hours.</p> <p>b. To the fullest extent practicable, the quietest available type of construction equipment shall be used. Newer equipment is generally quieter than older equipment. The use of electric-powered equipment is typically quieter than diesel- or gasoline-powered equipment, and hydraulic-powered equipment is typically quieter than pneumatic-powered equipment.</p> <p>c. All construction equipment used on the proposed project that is regulated for noise output by a local, state, or federal agency shall comply with such regulation while in the course of project activity and use on site.</p> <p>d. All construction equipment shall be properly maintained. (Poor maintenance of equipment may cause excessive noise levels.)</p> <p>e. All construction equipment, where applicable, shall be equipped with properly operating and maintained mufflers, air-inlet silencers, and any other shrouds,</p>											

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<p>shields, or other noise-reducing features that meet or exceed original factory specifications.</p> <p>f. All construction equipment shall be operated only when necessary, and shall be switched off when not in use. Idling inactive construction equipment for prolonged periods (i.e., more than 2 minutes) shall not be permitted.</p> <p>g. The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only.</p> <p>h. As necessary and feasible, temporary barriers should be employed around the project site and/or around noisy construction equipment. For barriers to be effective they should break the line of sight between the equipment and any noise-sensitive receiver. These barriers may be constructed as follows:</p> <ul style="list-style-type: none"> <li>-From commercially available acoustical panels lined with sound-absorbing material (the sound-absorptive faces of the panels should face the construction equipment).</li> <li>-From common construction materials such as plywood and lined with sound-absorptive material (the sound-absorptive material should face the construction equipment).</li> <li>-From acoustical blankets hung over or from a supporting frame. The blankets should provide a minimum sound transmission class rating of 28 and a minimum noise reduction coefficient of 0.80 and should be firmly secured to the framework with the sound-absorptive side of the</li> </ul>											

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<p>blankets oriented toward the construction equipment. The blankets should be overlapped by at least 6 inches at seams and taped so that no gaps exist. The largest blankets available should be used in order to minimize the number of seams. The blankets shall be draped to the ground to eliminate any gaps at the base of the barrier.</p> <p>-Construction employees shall be trained in the proper operation and use of the equipment. (Careless or improper operation or inappropriate use of equipment can increase noise levels. Poor loading, unloading, excavation, and hauling techniques are examples of how a lack of adequate guidance and training may lead to increased noise levels.)</p> <p>-Stationary noise sources such as generators and compressors shall be positioned as far as reasonably possible from noise-sensitive land uses.</p> <p>-Construction equipment shall be stored on the project site when not in use, to the extent feasible. This will eliminate noise associated with repeated transportation of the equipment to and from the site.</p> <p>-To the extent feasible, haul roads shall not be designated through noise-sensitive areas.</p>											
<b>MM-NOI-3:</b> Conduct Traffic Noise-Specific Analyses for Future Projects Proposed Consistent with the Mobility Element Update. For any roadway improvements (widening, new roadways, etc.) proposed by the project, a	Applicant	X	X	X		City of Santee  Applicant's Construction					

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project-level traffic noise analysis shall be prepared by an acoustical/noise consultant to assess potential impacts at sensitive receivers due to changes in noise levels on the affected roadway network. The analysis shall be conducted as part of the planning and environmental clearance phase for each specific roadway improvement project based on the data and information available at that time. If the analysis indicates that traffic noise levels would not generate any significant impacts, then no further mitigation shall be required. If noise levels would generate any significant impacts, then MM-NOI-4 is required. Traffic noise would generate a significant impact if, where traffic noise is below compatible levels at the time of analysis, it would subsequently exceed the compatible noise level stated in the City's General Plan at any existing or planned noise-sensitive development as a direct result of the project; or, where traffic noise is above compatible noise levels at any existing or planned noise-sensitive development, traffic noise would increase by 3 dB or more as a direct result of the project.						Contractor					

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		<i>Planning</i>	<i>Pre-Const.</i>	<i>During Const.</i>	<i>Post Const.</i>		<i>Monitor</i>	<i>Report</i>			
<b>MM-NOI-4:</b> Reduce Project-Level Noise Impacts (if any) to the Extent Feasible. Where the analysis required under MM-NOI-3, above, indicates that traffic noise levels would exceed an applicable noise threshold as a result of the proposed roadway improvements, the responsible party (e.g., City of Santee, project proponent, etc.) shall implement traffic noise abatement to the extent feasible. Possible noise abatement techniques may include, but are not limited to: a. Construction or improvement of noise barriers between roadways and impacted receivers. b. Reduction of speed limits on affected roadways. c. Alignment of proposed roadway(s) to increase distance and/or shielding between the roadways and impacted receivers. d. Use of “quieter pavement” materials that reduce rolling tire noise from the roadway surface. Current examples include open-graded asphalt and rubberized asphalt. Providing a smooth surface also helps to reduce noise levels.	Applicant	X	X	X		City of Santee  Applicant's Construction Contractor					
<b>MM-NOI-5:</b> Construction-Specific Vibration Analysis for Future Projects Proposed Consistent with the Mobility Element Update. A project-specific construction vibration analysis shall be conducted for any roadway improvement or construction proposed under this project	Applicant	X	X	X		City of Santee  Applicant's Construction Contractor					

Mitigation Measure	Mitigation Responsibility	Time Frame of Mitigation				Monitoring Reporting Agency	Time Frame for Verification Frequency to		Date of Completion	Date of Verification	Comments
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that would occur within 113 feet of an occupied building at a vibration-sensitive land use; 61 feet of an extremely fragile historic buildings, ruin, or ancient monument; within 50 feet of a fragile building; within 22 feet of an historic or other old building; within 19 feet of older residential structures; or within 12 feet of a new residential structure or modern industrial/commercial building. The responsible party (e.g., City of Santee, project proponent, construction contractor, etc.) shall retain the services of an acoustical/noise consultant to update the analysis of construction vibration levels based upon the project-specific construction schedule and the surrounding buildings existing at the time of construction. If the analysis indicates that construction vibration levels would be below 0.04 in/s PPV for occupied buildings at vibration-sensitive land uses, and below 0.08 to 0.5 in/s PPV, depending on the type of building and its condition, at all other buildings, then no further mitigation shall be required. If vibration levels would exceed 0.04 in/s PPV for occupied buildings at vibration-sensitive land uses then MM-NOI-6 is required. If vibration levels would exceed potential building damage thresholds (0.08 to 0.5 in/s PPV, depending on the type of building and its condition) then MM-NOI-7 is also required.											

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<b>MM-NOI-6:</b> Reduce Construction-Generated Vibration to Below Annoyance Thresholds to the Extent Feasible. Where the analysis required under MM-NOI-5, above, indicates that construction vibration levels would exceed criteria for annoyance (0.04 in/s PPV for occupied buildings at vibration-sensitive land uses), the responsible party (e.g., City of Santee, project proponent, construction contractor, etc.) shall implement vibration abatement to the extent feasible. Possible abatement techniques may include, but are not limited to: <ul style="list-style-type: none"> <li>a. Selecting alternative construction techniques that generate lower vibration levels.</li> <li>b. Prohibiting use of vibration-generating equipment within critical distances of affected buildings.</li> <li>c. Restricting the highest vibration activities to limited hours of the day when they may be least likely to disturb people in nearby buildings.</li> </ul>	Applicant	X	X	X		City of Santee  Applicant's Construction Contractor					



Mitigation Measure	Mitigation Responsibility	Time Frame of Mitigation				Monitoring Reporting Agency	Time Frame for Verification Frequency to		Date of Completion	Date of Verification	Comments
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<b>MM-NOI-7:</b> Avoid Potential Construction Vibration-Related Building Damage. Where the analysis required under MM-NOI-5, above, indicates that construction vibration levels would exceed criteria for potential building damage (0.08 to 0.5 in/s PPV, depending on the type of building and its condition), the responsible party (e.g., City of Santee, project proponent, construction contractor, etc.) shall implement additional vibration abatement to the extent feasible. Possible abatement techniques may include, but are not limited to: a. Retaining a qualified structural or geotechnical engineer to conduct pre-construction surveys of neighboring structures (including photographing and/or videotaping) to document existing building conditions for future comparison if any vibration-related damage is suspected or results from construction-related activities. b. Conducting monitoring to check for vibration-related damage from equipment during its use. Such monitoring may include vibration measurements obtained inside or outside of the buildings, or other tests and observations deemed necessary.	Applicant	X	X	X		City of Santee  Applicant's Construction Contractor					
<i>Transportation and Traffic</i>											
<b>MM-C-TRA-1:</b> Widen Magnolia Avenue Between Airport Drive and W. Bradley Avenue. The City of Santee shall work with the City of El Cajon through fair share contribution to increase the right-of-way and widen the roadway width of Magnolia Avenue between Airport Drive	Applicant	X	X	X		City of Santee / City of El Cajon  Applicant's Construction					

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and W. Bradley Avenue to a four-lane Secondary/Arterial Collector.*						Contractor					
<b>MM-C-TRA-2:</b> Widen Magnolia Avenue Between W. Bradley Avenue and Broadway/Fletcher Parkway. The City of Santee shall work with the City of El Cajon through fair share contribution to increase the right-of-way and widen the roadway width of Magnolia Avenue between W. Bradley Avenue and Broadway/Fletcher to a four-lane Secondary/Arterial Collector.*	Applicant	X	X	X		City of Santee/City of El Cajon Applicant's Construction Contractor Applicant					
<b>MM-C-TRA-3:</b> Widen Pepper Drive Between Graves Avenue and Churchill Drive. The City of Santee shall work with the County of San Diego through fair share contribution to acquire additional right-of-way and widen the roadway segment of Pepper Drive between Graves Avenue and Churchill Drive to a four-lane Secondary/Arterial Collector.*	Applicant	X	X	X		City of Santee/County of San Diego Applicant's Construction Contractor					

\*As explained in Section 4.6 of the Final PEIR these mitigation measures may be infeasible as they require the cooperation and action by jurisdictions outside the control of the City of Santee. As such, the impacts these measure seek to mitigate remain significant and unavoidable.